

RTPO Allocation Policy

SFY 2022

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326 Highland Avenue, Suite B
Cambridge, Ohio 43725

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This RTP0 capital allocation policy was funded in part through grants from the Federal Highway Administration, Federal Transit Administration, U.S. Department of Transportation, and the Ohio Department of Transportation. The views and opinions of OMEGA expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation or the Ohio Department of Transportation.

1.0 Overview

Investments in federal transportation programs was authorized through 2020 by the United States Congress in 2015 as the Fixing America's Surface Transportation (FAST) Act. This federal legislation was extended in 2020 for one year. This federal law reauthorized the Surface Transportation Block Grant (STBG) program. The Ohio Department of Transportation has allocated a portion of these funds to Ohio's Regional Transportation Planning Organizations (RTPOs), including the Ohio Mid-Eastern Governments Association (OMEGA).

OMEGA's program depends on the continuation of federal funding programs and ODOT's policy. Each Ohio RTPO was allocated funding dependent on a base allocation of \$100,000 and a formula-based calculation based on land area and population. Based on these calculations, OMEGA is allocated \$572,321 annually in state fiscal year (SFY) 2022 and SFY 2023. ODOT has only established these funds through SFY 2023. If future funding rounds are established, this policy will be revisited by the Transportation Advisory Committee and updated, if needed.

2.0 Process Overview

- OMEGA will open one funding round per state fiscal year
- OMEGA staff will evaluate submitted projects based on established criteria and scoring
- The OMEGA Transportation Advisory Committee (TAC) and project sponsors submitting projects will review staff evaluations and make recommendations to the OMEGA Executive (Policy) Board.
- A 30-day public involvement period will commence following the TAC recommendations.
- The OMEGA Executive Board approves projects based on TAC recommendations and public comments.

3.0 Eligibility Criteria

3.1. Eligible Applicants

Eligible applicants must be a public agency within an OMEGA RTPO county (Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, or Tuscarawas) that is legally allowed to enter a contract with ODOT. Non-profit organizations, school districts, and other non-public organizations are not eligible applicants, but they may coordinate/partner with an eligible applicant. The sponsoring agency assumes responsibility for project execution and completion. The sponsoring agency must own, hold an easement, or acquire the land on which the project is located.

The sponsoring agency must approve a resolution or other legislation committing the agency to the project.

3.2. Eligible Projects

Eligible projects must be listed in at least one of the following plans:

- ❖ Current OMEGA Long-Range Transportation Plan
 - Projects may be considered if consistent with the goals and objectives of the current Long-Range Transportation Plan
- ❖ Current OMEGA Regional Transportation Improvement Plan (RTIP)
- ❖ Regionally developed plan, such as the OMEGA Local Road Safety Plan or Tri-County Active Transportation Plan, for example.
- ❖ ODOT Approved School Travel Plan as facilitated by OMEGA

3.3. Eligible Project Locations

All roadway projects must be on a federal-aid eligible route. The federal aid status of a roadway is often determined by the functional classification. Functional classification is important for program and project prioritization, asset management, safety programs, highway and bridge design, traffic control, access management, and maintenance. The current functional classifications are:

01. Interstate
02. Freeway and Expressway
03. Other Principal Arterial
04. Minor Arterial
05. Major Collector
06. Minor Collector
07. Local

Roadways classified as 07-Local are not eligible. Roadways classified as 06-Minor Collector may be eligible if they are located within an urbanized area. Rural Minor Collectors are not eligible.

3.3.1. Exception – Safety

Roadway projects addressing a documented safety issue may apply for funding, even if the location is not on the Federal Aid system. Documentation may consist of one or more of the following:

- ❖ Road Safety Audit or other Safety Study/Analysis
- ❖ Regional Local Road Safety Plan
- ❖ County or locally developed Road Safety Plan
- ❖ Project has ODOT Highway Safety Improvement Program funding committed

3.3.2. Exception – Bicycle/Pedestrian Facilities

Projects addressing improvements needed for safe bicycle and pedestrian facilities are eligible, even if they are not located on or near Federal Aid transportation facilities.

3.4. Eligible Costs

Eligible costs include:

- ❖ Planning
- ❖ Preliminary Design
- ❖ Detailed Design

- ❖ Environmental
- ❖ R/W Services (acquisition will not be eligible)
- ❖ Construction
- ❖ Construction Engineering/Inspection

3.5 Maximum Grant

The maximum grant for planning will be up to \$25,000 depending upon availability of funds. Examples of eligible planning projects include traffic studies, safety studies, asset management plans, or preliminary project planning activities.

The maximum grant for all other eligible activities will be \$250,000, not to exceed 50% of the total project cost for **all** phases.